claims

I CLAIM:

1. An improved auxiliary actuator for the engine of a remote control car, which is installed at one side of the remote control car and comprises:

(a) a driving gear set, which includes a housing having an inside receiver and a hollow shaft sheath going through the receiver and connected by a 45°angle to a side of the periphery of the housing; a shaft goes through the hollow shaft sheath such that the shaft is also connected to the housing by a 45°angle to a side of the periphery of the housing; a connector is provided on the top of the shaft, while a driving bevel gear is provided at the bottom of the shaft and positioned in the receiver of the housing;

(b) a driven gear set, which includes a cover provided above the receiver of the housing; the cover has a through hole for receiving a one-way bearing which has a pivot inside; a driven bevel gear being engaged with the driving bevel gear is provided at one end of the pivot, while the other end of the pivot is connected to the engine drive.

2. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein a copper sheath is installed in-between the shaft and the hollow shaft sheath.

3. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein the shaft has a plane at one end, while the inner rim of the driving bevel gear is correspondingly provided with a plane, such that the shaft and the driving bevel gear can engage with each other by way of said two planes to present a locking status.

4. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein the driving bevel gear is fastened to the end of the shaft by way of a fastener.

5. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein the end surface of the connector is in the form of a hexagonal hollow.

6. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein the pivot has a plane at one end, while the inner rim of the driven bevel gear is correspondingly provided with a plane, such that the pivot and the driven bevel gear can engage with each other by way of said two planes to present a locking status.

7. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein the driven bevel gear is fastened to

the end of the pivot by way of a fastener.

8. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein exterior threads can be provided at the end of the shaft and the interior hole of the driving bevel gear, such that said exterior threads on the shaft and the threaded hole of the driving bevel gear can be engaged with each other.

9. The improved auxiliary actuator for the engine of a remote control car according to Claim 1, wherein exterior threads can be provided at the end of the pivot and the interior hole of the driven bevel gear, such that said exterior threads on the pivot and the threaded hole of the driven bevel gear can be engaged with each other.